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## The Daily Press.

HONGKONG, JUNE 7th, 1906.

That an understanding with Russia is eminently desirable, for Russia, no one with any political prescience can for a moment doubt; that it will at all tend to bring about any amelioration of the present tension between the two countries is more than anyone with a knowledge of the present condition of that country can believe. It may be that a large proportion of the inhabitants of Russia are quite as desirous as the ordinary Englishman for some sort of a working agreement that would be effective in bringing about closer arrangements, and would sincerely welcome any feasible scheme that would afford some relief to the present unbearable condition of the empire; but as Russia stands, her Government does not exist for the benefit of the country, but merely for the private gain of a few individuals who have contrived to get possession of the reins; and have few qualms of conscience as to how they keep them, provided that by any means they can continue to hold them. There are in fact as many parties in Russia as there are statesmen, each working for its own aims, and each utterly regardless of engagements entered into by its neighbours, unless it should be for its momentary advantage to pretend to respect them. Indeed, in this respect Russia is not altogether unlike England at the present moment, where it has been professedly a matter of momentary policy whether to solemnly an engagement that entered into by the late Government with France should be permitted to become a matter of open debate, and that the country required a distinct understanding that in respect of its engagements abroad

the agreements of its predecessors should be respected. How in affairs connected with her colonies the engagements entered into by Mr. Chamberlain are regarded by his successor, Mr. Winston Churchill, may serve as an object lesson even for a Russian statesman, but for the nation at large they seem to portend a distinct lowering of the former prestige of a nation whose boast has been that for good or evil an engagement once entered into was always to be held a sacred thing, and one outside the limits of discussion.

Notoriously the contrary has ever been the rule with Russia; the Foreign Office had power, it is true, to enter into solemn treaties, and the Tsar as Autocrat had full power to ratify. But the weakness of the treaty making power became at once apparent when it had to be put in practice. The army had always claims of its own, quite outside the schemes of the civil Government, and the latter had its own views as to what was necessary for its own existence quite beyond and often contrary to those dear to the Tsar himself. It does not need a prolonged search in the records of the British Foreign Office to discover the numberless instances in which engagements have been given to refrain from encroachments in Asia and South Europe, which were simply ignored the next day, and generally without remonstrance from headquarters. The numerous promises made in 1903 to evacuate Newchwang are only a single case in point. The very evident intention to totally ignore the Treaty of Portland, almost before its ink is dry, is but another example of the same absence of any effectual system of control.

Now if it be self-evident that it requires two to make a quarrel, it is no less undeniably true that it needs two to make an agreement, and that if one of the parties be incapable of fulfilling its part of the engagement, the agreement is a positive hamper to the party entering into it with the intention of carrying it through. It was a wise enough remark made the other day by a French statesman a propos of the Anglo-French demand that a treaty of its nature demanded some concession on both sides. The danger in the present case is that the concessions will be left together on one side, and that on the other will be vague promises beyond the power of Russia, or rather the treaty making power of Russia, to fulfil. Notoriously the British Foreign Office is so constituted that it is one of its most usual weaknesses to rush into engagements the bearing of which it does not comprehend. This is an old story, and inevitable, not for the Secretary of State is selected, not for his knowledge of foreign affairs, but mainly for his political influence and opinions; and although it may be freely acknowledged that compared with his colleagues Sir Edward Grey stands at an almost infinite height over his colleagues, it is no secret that his office is not by any means unhampered. It has been announced that the projected agreement includes such extremely technical matters as the mutual relations of the two countries with Turkey, Persia, Afghanistan and China. Unfortunately an engagement in respect to all these matters on the part of Great Britain is possible; but in the present position of affairs in Russia it is equally possible on her side? There can be no doubt as to the answer, which could be given by any well informed and impartial statesman. Yet this is the dilemma into which an inexperienced and, as far as many of its constituents are concerned, wrong-headed Government is blindly plunging. To add to the difficulties of the case we learn that China has just come to an understanding with Russia, and that this has some concern with Tibet. Now almost accidentally Great Britain found that five years ago Russia had manoeuvred a hostile intrigue with Tibet, of which this same Chinese Government must have been conscious, but of which it did not give any intimation. We know that in spite of Britain's distinct understanding with Tibet, Russia is at the present moment nothing abashed seeking to get up such another intrigue with the DALAI LAMA. The British Foreign Office appears to be ignorant of these facts, and of the engagements already entered into between China and Russia on this very subject. Of course it is open to Russia by and bye to plead that these engagements were already entered into at the time of her understanding with Great Britain, and therefore must stand in spite of all stipulations to the contrary made previously. This is only a single example of the entanglements which must turn up in a one-sided agreement such as the present British Government is seeking to spring on the nation.

But is there any need for an agreement which no one believes can be effective in restraining Russia's hand? Russia is perfectly aware of British requirements, and does not need any explanation whatever on the subject; she is besides not given to provoking a needless war, and understands very well that all her advances have been made hitherto by taking advantage of diplomatic errors on the part of her opponents. Under the circumstances it is little short of the height of folly to place in her hands the very weapon that she is most skilled in wielding. In fact Russia could not desire anything more in consonance with her dearest wishes than an alliance with England.

Lady and Miss Hart have left Peking en route for Europe.

Only six plague cases were reported yesterday, making the total to date 713.

Arrangements have been made for a university for Indo-China to be erected at Haioi.

A French courier has just been sent to Tangier to obtain permission for the assassination of a Frenchman in the neighbourhood of Tangier.

H.M.S. *Mammoth*, which relieves the *Andromeda* on the China Station, arrived here yesterday. She is commanded by Captain J.A. Tuke.

A telegram to *El Estero-Chino* states that the bishops of France are to assemble in the archbishopric of Paris to take a decision on the separation law.

It is stated that the first accounts of the Madrid outrage suggested that the bomb (which was concealed in a bouquet) was aimed at the Russian Grand Duke Vladimir, who was present as the Tsar's representative.

Three men of the Sherwood Foresters, two privates and a drummer, stationed at Singapore, have been sentenced to six months' rigorous imprisonment for highway robbery from Chinaman. One of them had dropped his helmet when running away.

Local journals in Indo-China anticipate "Yankoo" competition there, and comment on the formation of an association for making known American goods. Inspired by the German method which has been so successful, the Americans have constructed a special ship for the presentation of American products. This ship has commenced its tour of the world, Indo-China being included in the itinerary.

In connection with the meeting of British soldiers in India arrangements have been approved under which a combined dining hall and kitchen will in future be provided for every group of four or half company barracks. These buildings, which will be conveniently sited, will add much to the comfort of the soldier, and will provide a much-needed improvement in the arrangements hitherto in force.

The Japanese have obtained the contract for the supply of rifles for the new Chinese company of volunteers at Shanghai. They will be furnished at the price of \$15 each and will be of the Murata pattern. The *Edo de Chino* says that the greatest efforts will be made to induce young Chinese of the highest class to enrol themselves. The entry money is \$3 and each volunteer will pay a subscription per month.

The Ministry of Ways of Communication is planning communication by sea between Nikolai, at the mouth of the Amur River, off the north-west coast of the island of Saghalien, and the harbours on the Sea of Okhotsk and on the Kamtschatka coastline. This step is being taken in view of the fact that a private company is being formed for the purpose of working the deposits of naphtha, coal, and iron in the Russian, or northern, part of Saghalien.

A new French type of ricksha is now to be seen on the Bangkok streets. They are neatly made, with rubber-tired wheels, and smart cushions, hood and aprons. The change is welcome, since, in the words of a Bangkok exchange, the Siamese capital has for years been the dumping ground for Singapore and Hongkong "cast offs." But Mr. Edward Osborne would say that Hongkong rickshas are never cast off. Their career is supposed to be more like that of the "wonderful one-horse shay."

There are at present two lines of tramways working in French Indo-China, viz., that through Haioi and its suburbs and the line from Nam Giang to Kessat. Two other lines are being started, one from Haioi to Thai-Nguyen and another from the same town to Sonlay. In Cochinchina the working lines are four, viz., (1) From Saigon to Cholon (upper road), (2) from Saigon to Cholon (lower road), (3) from Saigon to Gompap, and (4) from Saigon to Hoc Mon. In Annam one line is in process of construction from Tourane to Fai-fu.

A truly wonderful cinematographic show opens at the City Hall on Saturday night, if the American Press and the proprietor are to be believed. The scene is a prize fight (Nelson Brit) from start to finish. The film is composed of 82,000 pictures, and takes an hour and forty minutes to unroll. There were 18 rounds, and not a single incident is omitted. The fight was fought in California, and apparently regarded as an important one. These moving pictures are reported to be unusually clear and good, no "fakes," and to present practically the real spectacle, minus only the noise.

The death-knives that most sailors carry with them are, it is said, so highly magnetized as to be capable, if brought within 18 in. of the compass, of deflecting the needle quite two points either way. It is suggested that no man should be allowed to wear one of these knives while steering a vessel or on the lookout in the bridge-house.

According to the correspondent of the *Local-Advertiser* at Dar-es-Salaam, German column commanders report that during the course of the operations in the interior in March and April over 400 insurgents were killed in action and many were taken prisoners. The German losses were small and were confined to the Askari troops. The insurgents in various districts are manifesting an inclination to submit.

A frightful collision on the Madras railway occurred at about one o'clock on the morning of May 11th. The Bombay mail, which was due in Madras at daybreak, collided with a goods train near Kodur. Four people were killed, including Captain Fitzpatrick, the District Judge of Sialkot, in the Punjab. He was killed in the collision, and his body was found burnt in the debris which took fire. The three others who were killed were two undergraduates and one fireman. Three carriages of the mail and five trucks of the goods train were burnt.

By-the-by, what, as the years roll on, shall we do with our picture postcards? asks Mr. Gao, R. Sims in the *Referee*. Most of us who started collecting when the mania first set in are, to use an expressive colloquialism, "fall up," and unless we build wings to our houses or hire special apartments elsewhere, we shall not be able to find room for any more specimens. One doesn't like to tear the pretty pictures up, but where there are several members of a family collecting and keeping all specimens received, the question of accommodation becomes serious. The fancy, always a pretty one, has had a long innings, and at present there are no signs of its abatement. But I am quite expecting to see people advertising presently, "No picture postcards, by request."

A meeting of the General Committee of the Soldiers' Club is to be held on Saturday, June 16th. The General Officer Commanding will be present. Names of the Committee: Major A. A. Chichester, D.S.O., General Staff; Colonel C. H. Darling, C.E.; Lieutenant-Colonel P. E. Kent, C.R.A.; Lieutenant-Colonel H. G. Fittion, D.S.O.; 2nd B. W. K. Regt.; Major W. A. F. Williamson, A.S.C.; Lieutenant-Colonel C. H. Josling, R.A.M.C.; Lieutenant-Colonel E. H. Seymour, C.O.D.; Colonel F. H. Haynes, D.F.M.; Rev. G. Seale, C.F.; Rev. C. F. W. Officiating Clergyman; ex officio, The President, Garrison Recreation Club, and honorary Secretary, Major S. H. Polley, 2nd B. W. K. Regt. The agenda includes a proposal to grant £50 from funds to the Garrison Recreation Club; a report regarding the new pavilion; report regarding the Garrison Recreation Club; resignation of honorary secretary; and the reconstruction of committee.

## THE MURDER IN GAOL.

PRISONER EXECUTED YESTERDAY.

Another execution took place in Victoria Gaol yesterday morning when Wong Tai, the prisoner who was condemned to death at the last Criminal Session for the murder of another prisoner on May 11th, was hanged. It will be remembered that the prisoner was undergoing a sentence of eight years' imprisonment for an act of piracy.

Before Mr. F. A. Hazland and Messrs. H. B. Davidson, B. Hunter and N. H. Harms, jurors, an inquiry was held at the Magistrate's yesterday afternoon into the cause of death. After hearing the evidence the jury found that deceased met his death by hanging which was carried out in the due course of law.

## THE LATE MR. H. M. BEVIS.

The following appears in the *Daily Mail* of May 24th:—A verdict of suicide during temporary insanity was returned at the inquest at the Westminster Coroner's Court yesterday on the body of Herbert Maurice Bevis, aged fifty-two, who for thirty years had been the manager of the Hongkong and Shanghai Bank at Shanghai, and lately resided at 71, Ashley-gardens, Victoria-street.

Mr. Bevis returned from China fourteen months ago seriously ill, and on Friday he was at his club at 88, St. James's-street. He was subsequently found dead in a bath in the club, having cut his throat with a razor.

An unsigned typewritten letter, addressed to "Miss Bevis," which was found in his coat, read:—My dear Grace,—What I am going to do is best for you. I made a wrong return in my income tax. I must have been mad and suppose I am now. I told the bank to put the £5,000 Japanese loan in your name, so you will have something to go on with.

I hope the bank will treat you well as the wife of an old servant, for we have very little money left. Farewell to you both. I am truly sorry.—Yours truly,

He had also written to the manager of the bank asking him to transfer the loan to Mrs. Bevis, and to have any moneys due to him transferred to her.

## THE DERBY.

The Derby was run in fine weather. Twenty-two started. They passed the winning post in the following order:—Spearminst, Picton, Troutbeck, Radium, Malua, Bepo, Gorgos, His Eminence, Plumtree, Black Arrow, Storm, Saucy, White Knight, Sarcelle, Lally, Buckminster, Frustrator, Dingwall, Prince William, Minto, Slipway colt, and Nall. Spearminst won by a length. Nall, second. The time was 2m. 35.4/5 sec. There was record betting at the start. The first four were at 6/1, 100/6, 33/1, and 25/1 respectively.—*Strait Times*.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## OBITUARY.

A CORRECTION.

LONDON, June 6th.

The Rev. S. Baring-Gould, the novelist, is still living. It was a cousin who died.

## THE MEATPACKING SCANDAL.

LONDON, June 6th.

In consequence of "lobbying" of Congressmen, in connection with the Chicago meat packing scandal, it is considered that any reform is doubtful.

## KAISER VISITS VIENNA.

LONDON, June 6th.

The German Emperor has gone to Vienna.

## U. S. JUDGE FOR CHINA.

LONDON, June 6th.

The House of Representatives at Washington has passed a bill establishing a District Judgeship in China.

[REUTERS SERVICE.]

## MADRID.

LONDON, June 4th.

An anarchist named Mateo Moral, who was arrested at a village near Madrid, has been identified as the thrower of the bomb at the royal wedding. Mateo shot the policeman who arrested him and then committed suicide.

Mateo Moral was aged 23, the son of a wealthy merchant in Seville. He was educated in Germany and was an avowed anarchist. The arrest was made at Torrejon, 15 miles from Madrid; the state of his boots and clothes indicated that he had been tramping day and night; and hiding like a hunted animal till thinking it was safe to take a train, he made enquiries at a wayside inn in reference to the train service to Barcelona; those enquiries, coupled with his appearance, aroused suspicion, and a policeman was fetched, upon which Moral started for a village a mile and a half distant, without demur shooting the policeman dead by the roadside. He then started across country, but the report of firearms had brought a party of villagers in pursuit of him, and finding that he could not escape, he shot himself in the heart. The occupants of the house from which the bomb was thrown have since identified the body.

The bull fight was the climax of the festivities. Their Majesties left after seven bulls had been despatched: all the Royalies, including the Battenbergs, were present, but the Prince and Princess of Wales and the British Diplomats were absent.

## THE CHINESE CUSTOMS.

LONDON, June 4th.

China has sent the British Legation written assurances that it is not proposed to change the present status of the Customs.

## THE NEW JAPANESE BATTLESHIPS.

LONDON, June 4th.

The crews of the *Kashima* and the *Katori* have been banquipped by the navy at Portsmouth.

## THE FRENCH BUDGET.

LONDON, June 4th.

The French Minister of Finance has succeeded in securing from his colleagues a reduction of the deficit to £7,000,000.

## THE MEAT PACKING SCANDAL.

LONDON, June 4th.

President Roosevelt has sent a confidential report on meat packing to Congress, in which he declares that the conditions in the Chicago packing houses are revolting, and that legislation must be radically changed, in the interests of health and decency. The present law prohibits the shipment of uninspected meat, but leaves an avenue for interstate traffic in diseased products. The report emphasises the necessity for sanitation and ventilation, and condemns rotting wooden floors, steeped with the disease germs of men and animals. It also points out that the Government only inspects live animals, and not meat.

## SUPREME COURT.

Wednesday, June 6th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS FERGUSON).

HO TUNG v. CHUNG SHUN-KOO.

Judgment was delivered in this action by his Lordship, who said—I have carefully considered the point on which I reserved my opinion last night, and after consideration I am of the opinion that on the strict legal construction the defendant was entitled to have clear possession of the remaining portion of the building with the exception of the *Daily Press* on 1st July. It could not have been in the contemplation of either party that the repairs to that main building should in any way be delayed by the *Daily Press* remaining in possession of the godown. I do not think it would be fair to expect the defendant to have discovered even from the most carefully prepared instruments that the retention of the godown by the *Daily Press* would interfere seriously with the carrying out of the repairs. I therefore think that on the counterclaim the defendant is entitled to succeed to the extent to which it might have been agreed between the counsel.

Mr. Sharp (for plaintiff) said it was impossible for them to agree. The defendant claimed the whole amount of his counterclaim, and if they were to go into the question of damages he would ask his Lordship to hear him.

Mr. Pollock (for defendant) said the difference was rather as regards the period and not as regards the amount.

His Lordship said he did not think defendant could claim for more than one month.

Mr. Sharp agreed. Mr. Pollock contended that they could claim not to the full extent but in part of the four and a half months.

Both counsel having addressed his Lordship on the subject of the counterclaim, the Chief Justice made some remark, whereupon Mr. Sharp asked—Has your Lordship given judgment?

His Lordship replied that he had, and indicated that the question of costs would come up again.

## A DISPUTED WILL.

Li Po-kwai and another v. Li Ling-shi and another. This was a claim under a will for one sixteenth part of marine lot 239 and inland lot 1,355 and for an account of the rent and profits thereon. Mr. M. W. Wade, instructed by Mr. John Hastings, appeared for plaintiff, and Mr. E. H. Sharp, K.C., and the Hon. Mr. H. G. Pollock, K.C., instructed by Mr. K. Harding (of Messrs. Brown, Harston and Harding), appeared for defendants.

Mr. Wade, after reading the pleadings, complained that the defendants had committed a breach of the general law with regard to pleading, inasmuch as they had failed to make specific reply to the material facts set forth by plaintiffs, so that it was difficult to tell what their real defence was. It had not been for paragraph 10 in their pleadings, he would have asked his Lordship to give judgment on the pleadings but that paragraph necessitated his going into the whole circumstances of the case. The facts were somewhat complicated, but he would take the transactions in chronological order. The plaintiffs were sons of Li Chit, who died in 1896, whose executors were Li Sing, his brother, and Li Chuk-choo. Li Sing, a man of great wealth, was the managing partner of the Lai Hing firm, which was composed of himself, brother, and other members of the Li family. The firm owned considerable property in the Colony, and in 1881 purchased marine lot 139 with others, the firm holding three quarters. They developed the estate, and in 1905 the lot was divided into inland lot 1,355 and marine lot 239 by an arrangement with the Government. The facts in brief were that the defendants sold or attempted to sell the lot without having regard to the one-sixteenth share held by the defendants.

Evidence was called and the case adjourned.

## THE "IKBAL'S" CREW.

WHOLESALE REFUSAL OF DUTY.

Captain Robertson of the s.s. *Iktal* (early last month) at Calcutta, charged twenty-seven members of the crew of the vessel with refusing to proceed to sea in her, and nineteen of them with refusing to obey all lawful orders. The accused, who were legally represented, pleaded not guilty, and said that the fresh water mark had been altered. Captain Robertson deposed that the fresh water mark had never been altered. The fresh water mark was seven inches from the centre of the disc when the ship sailed.

Captain D. S. Lerner, Marine Surveyor to the Government of Bengal, stated that he was surveying the s.s. *Iktal* Indian Summer mark was put down for the guidance of the Captain.

The Indian Magistrate before whom the case came on, ordered the accused to be sent back to the vessel, under police escort. Fifteen men, able seamen, firemen and trimmers of the same vessel, were brought on immediate warrants for continued refusal of duty. The lawyer for the prosecution said that those men positively refused to return to work in the morning, saying that they were not willing to proceed with the ship. Asked to plead, the accused stated that the articles had been violated, and that was why they refused to work.

The Captain was examined. The case stood adjourned when the Indian mail left.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 6th at 12.10 p.m.—Barometric changes are unimportant in the South. Returns from the North are entirely lacking this morning. Pressure is highest over the S. part of the China Sea and lowest, probably, over China. S. and S.W. winds, moderate to fresh will probably prevail in the Formosa Channel, and the N. part of the China Sea. Forecast:—Fresh S. winds; squally, showery.



## POLICE COURT.

Wednesday, June 6th.

BEFORE MR. F. A. HAZLEND (First Police Magistrate).

## UNREGISTERED COOLIE BOATS.

Inspector Langley summoned the owners of 27 coolie boats for neglecting to have their boats registered.

The Inspector stated that the cause of the trouble was the introduction of a new regulation which limited the number of coolies to be carried on boats of different sizes, as several fatalities had occurred through overcrowding. The defendants did not intend to evade payment of their licence fees, but wanted to delay taking out licences as long as possible in order that the new regulation might not apply.

His Worship cautioned the defendants, and ordered them to take out licences at once.

## THE CHINESE VOICE.

An aged Chinese woman was charged with creating a disturbance at the Magistracy on Tuesday. She denied the charge. Inspector Warlock stated that while the Chinese prisoner was being tried in the small Court the defendant entered and demanded \$10 which she said the prisoner owed her. A Jukong removed her, but while being ejected the noise she made was so great as to disturb both Courts. She was a country woman, and was probably so accustomed to talking loudly that she was unaware she was making a noise.

The defendant was discharged on her promise to keep away from the Magistracy.

## LARCENY.

Three of the crew of the s.s. *Minnesota* were charged with the larceny of nine drums of oil and a number of jars of sugar, wine and oil, the property of the steamer.

They were found guilty and each was sentenced to two months imprisonment with hard labour and six hours' stocks.

BEFORE MR. C. D. MERRIBONE (Second Police Magistrate).

## DISOBEYING LAWFUL ORDERS.

The remand case in which seven of the crew of the s.s. *Earl of Carrick* were charged with disobeying the lawful orders of the captain was continued.

Mr. R. F. C. Master (for Messrs. Johnson, Stokes, and Master) prosecuted, and the defendants were unrepresented.

Captain Grant said he was in command of the s.s. *Earl of Carrick*, which left Newcastle, N. S. W., for Hongkong on May 24th laden with coal. On May 24th the first, second and third defendants refused duty at 8 a.m. on the grounds that they had no sleep during the night. They said the fore-castle was too hot to sleep in, and moreover was infested with bugs. The first defendant wanted to know why witness wanted the men to work when they had not had proper rest, as they had not slept for 28 hours. He said he would not resume duty until he had rested, and further stated that he had been treated like a pig since he joined the ship. Owing to these men refusing duty, and having no one on deck, witness was compelled to put the third officer on the wheel until the boatswain had breakfasted. The carpenter, being the only man on deck, relieved the wheel at 10 a.m. The fourth and fifth defendants, who were on deck all day and off duty in the night, resumed work as usual at 6 a.m. and continued working until 8 a.m., when they knocked off for breakfast. At 9 a.m. they refused to return to work on the grounds that they had had no rest during the night. On the same day at 10 a.m. the seventh defendant went on duty, but came up out of the stokehole sometime afterwards and said he would not do any more work. At noon on the same day the sixth defendant refused to go on duty, his excuse being that he had been starved for several days. The engineers had to go on double watches and the assistant steward was put to work in the stokehole. During the same day and on the following day the defendants resumed duty. The entries in witness' log were signed by the Chief Officer and Chief Engineer. Witness asked the first five defendants to resume duty and they refused. Such a refusal upset the working of the ship. The crew had no awnings to sleep under on deck on the 28th, as they had been stripped owing to the approach of a typhoon. Witness had not visited the fore-castle within the last few days.

To first defendant—You asked me to come forward and see the conditions under which the crew were living on the 28th. You came to me in the chart room and asked about washing out the fore-castle, but did not show me your bed which was soaking wet. You told me you were played out for want of rest.

To second defendant—When I asked you to resume duty you refused.

To sixth defendant—When you complained of being sick I fed you on beef tea and arrowroot. I have not counted the number of men who have run away from the ship.

Sixth defendant—Fourteen men have run away.

His Worship (to witness)—You haven't counted them?

Witness—I could tell by the articles.

Sixth defendant—Didn't you tell me to clear out of the ship?

Witness—No.

Sixth defendant (to his Worship)—If the men were treated properly, why do they jump overboard, run away and go to prison in preference to staying on board? A man jumped overboard this trip and lost his life because the captain threatened to put him in irons, and the Chief Engineer said he would chain him on top of the boiler because he couldn't stand the heat.

After this, when the case for the prosecution had closed, the first defendant made a statement in which he said that on the 28th May at midnight he went on watch and remained on duty until 4 a.m. Then he went into his bunk but had

to leave it within five minutes owing to the quantity of vermin. He next tried to get a sleep on deck, but got wet through with sea water. Happening to look up at the bridge just then, he saw the chief officer laughing at him. He did not refuse duty, but was unable to do it as he had not had eight hours' sleep in eight days. The able seamen were also ordered to go and draw ashes from the stokehole. Since the vessel had been in port the chief officer tried to get the defendants to refuse duty.

C. B. Swain, sworn, said he was an able seaman on the *Earl of Carrick*. Witness saw the first defendant take his bed and show it to the captain. The captain never visited the fore-castle, but the chief officer did sometimes. Witness called the mate's attention to the way the water was dripping on three of the defendants who were sleeping under the fore-castle head. He asked the captain if he was going to get relief from the wheel. The captain sent the chief officer to get the men out, but the chief returned and stated that the crew were sick. Later on the lower bridge the captain called the first, second and third defendants before him and told them it was a serious offence to refuse duty. They said they would be in Hongkong in a couple of days and know their remedy. The captain then asked them individually if they refused duty and each man answered—No.

Further evidence was taken, and his Worship reserved his decision until today, when the captain will be summoned for refusing and neglecting to allow the defendants to come ashore and state a complaint before a Magistrate under the Merchant Shipping Act.

## THE LITEL CASE.

His Worship reviewed his decision in the case in which I am Kok sang, editor of the *Sai Kung Kung Yik* P., was committed for trial for publishing certain obscene libels.

Mr. G. E. Morrell (of the Crown Solicitor's office) prosecuted.

The defendant elected to be dealt with summarily, and his Worship imposed a fine of \$250, in default six weeks' imprisonment.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council is called for this afternoon. The following questions are standing in the name of the Hon. Mr. E. Osborne:

1. Will the Government take steps to improve the ricksha service by—

(a) Requiring them to be more strongly built and provided with better springs.

(b) Instituting a monthly inspection.

(c) Making it a condition of the licence that every ricksha be provided with a clean white cover to the back and to the seat.

(d) Introducing first class rickshas (both for Victoria and Kowloon) similar to those at Saigon.

2. Will the Government make provision in the forthcoming Estimates for—

(a) A market at Tsim-tai-si.

(b) A refuse burner.

3. Will the Government take steps to ensure that practical means can be adopted for re-

establishing and maintaining the value of British subsidiary coinage on a par with the dollar.

The orders of the day are: First reading of a Bill entitled an Ordinance to provide for the establishment of asylums for the custody and care of persons of unsound mind, and others. Second reading of the Bill entitled an Ordinance to authorize the appropriation of a sum of two hundred and eighty thousand four hundred and twelve dollars and eight cents, to defray the charges of the year 1905.

## INTERPORT SHOOTING COMPETITION.

Ceylon's decisive victory over Singapore last year in the annual shooting contest encouraged her to approach the Secretary of the Singapore Rifle Association with a proposal that she be allowed to take part in the annual Interport competition. Capt. Jayawardene, who was responsible for the communication, received a reply from Singapore stating that they were quite willing to entertain the proposal, but would inform Penang, Shanghai, and Hongkong on the subject, and receive their consent before making any definite promise. A few days ago, says the *Times of Ceylon*, Capt. Jayawardene received further information on the subject from Singapore to the following effect—"Sorry, can't accept your proposal, as Penang, Shanghai, and Hongkong are not agreeable to laying the competition open to any other team, besides those now competing." In the same letter the Secretary of the Singapore Rifle Association suggested that the annual match between Ceylon and Singapore be fixed for this year, so that with the annual match with the Malay States in January, Ceylon will have six matches to take part in, at such intervals as will enable a rest of about four months between the first three and the last three.

## "HALLSBUCK'S ENGLISH LAW."

The above title may become in future the short name for a colossal work to which Lord Halsbury, twice Lord Chancellor of England, is devoting the evening of his days. It may without exaggeration be termed the most serious attempt to codify English law since the days of Coke's "11th." With the co-operation of a distinguished body of lawyers, he is planning out a general scheme to supply in a convenient and easily accessible arrangement the whole body of English law.

The title of the work, which is to be completed in eighteen to twenty volumes, is "The Laws of England, by the Earl of Halsbury. Being a complete statement of the whole law of England."

Each volume will cost 25s (though there will be some reduction for original subscribers), and the publishers, Messrs. Butterworth and Co., hope to publish the first volume early in 1907, the others to follow quarterly.

## THE NAVY LEAGUE.

The annual meeting of the Hongkong Branch of the Navy League was held in the City Hall last evening. Hon. Mr. H. E. Pollock, K.C. presided, and among others present were—Messrs. T. P. Cochrane, M. W. Slade and D. R. Law (co-committee), A. R. Lowe (secretary), A. Carter, G. H. Medhurst, A. Forbes and Captain Clark.

The President said that as the report and statement of accounts of that branch of the Navy League had been circulated he would take them as read. He was sorry not to see a larger attendance, which he trusted did not mean that the members and associates were not interested in the work but was due only to other attractions to the hall. From the report they would see that that branch had either disbursed or promised considerable sums of money during the past year, more especially in connection with the Trafalgar Centenary. He thought the Hongkong Branch ought to do its little bit in commemoration of that event, therefore as president he put himself in communication with the Naval authorities to see what could be done here for officers and men of the Navy. It was at first suggested that a special recreation ground should be procured for the Navy at Kowloon and the Government of the Colony kindly met the League in the matter. Afterwards, when so many boats left the station they thought they had better communicate with the Naval authorities again and use their influence with the Government to secure permanent quarters at Happy Valley on which the League would expend a sum of \$1,500. The Government on being approached on the subject were in favour of a permanent building should be erected at Happy Valley, and in due course the said sum would be laid out for the erection thereof by this branch of the Navy League. They had also expended a sum of \$100, the cost of a wreath which had been placed on Nelson's Column. Amongst other items in the accounts a sum of \$75.39 was given for the purpose of purchasing a billiard table for the Seamen's Institute at Wanchai, and the Committee understood the gift had been much appreciated. As members would observe from the statement of accounts, by the time the sum of \$1,500 had been disbursed they would have a very small sum in hand, therefore he would like to remind those who wished to help in the future as they had done in the past that it was necessary they should secure further new members and associates. The number of British adult residents in this Colony (exclusive of the services) exceeded 1,200, and the report showed a membership of only 265, considerably less than one-fourth of the number of British residents. Members would agree with him that this was not a satisfactory state of affairs. All British subjects here should join this branch either as members, or associates, and none could say that they could not do so as the subscription was only \$5 a year for members and \$2 for associates. Some might ask what was the use of joining a branch of the Navy League out here. He would say that it was a very great encouragement indeed to the people at home to feel that they were supported in this far outpost of the empire by local opinion. The British fleet was one, and he ventured to say that the Navy League was one although its branches were scattered all over the world and all did their best to promote the objects of the League to secure the efficiency and sufficiency of the Navy (imagine). And such was absolutely imperative if we were to secure our commerce in time of war. Another point which struck him in connection with the necessity of British residents of this Colony supporting the Navy League arose out of the fact which was plain to all of them who closely observed the trend of events in the Far East, namely, that things were moving with wonderful rapidity in the Far East. China used to be spoken of as a very conservative country and her people as a very conservative people, but those of them who had thoughtfully watched recent events must have been impressed by the fact that China and the Chinese were beginning to move, and the British nation ought to be prepared to take their part in the events which might follow. Whatever we had gained had been gained for the benefit not only of ourselves but for all other nations. Our doctrine throughout had been the principle of an open door in China, and we were anxious that it should be adopted and maintained in future. To do this we must have an efficient navy in the Far East. President Roosevelt put this matter very incisively in an address he delivered at Chicago, when he said—"We wish for a powerful and efficient navy; not for purposes of war, but as the surest guarantee of peace." The speaker stated that this branch of the League's policy in withdrawing so many gunboats from Chinese waters. They thought it was desirable that the British flag should be visible on the inland waters of China in order that British prestige should be maintained. As we were aware the Admiralty's policy had been reversed considerably, two gunboats having been put into commission, and he was glad to say that the British flag was again flying on the inland waters of China (applause).

In conclusion, he urged British residents in the Colony to join the League, and pointed out that since the last meeting the number of members had diminished from 285 to 265 and associates from 35 to 17. He was sure they would agree that that was not a satisfactory state of affairs, and he appealed to British residents to strengthen that branch of the League which he could assure them, was very much appreciated at home. With these few observations he moved the adoption of the report and balance sheet.

Mr. COCHRANE seconded, and this was agreed to.

The members of the existing Committee resident in the Colony were re-elected and Messrs. Murray Stewart, Medhurst and A. Forbes, secretary, were added in place of Messrs. Gordon Stewart, R. W. Mitchell and N. J. Stubb, on the motion of Captain CLARK, seconded by Mr. A. CARTER.

This concluded the proceedings.

## "MILLIONS FOR MANILA MERCHANTS."

Under this heading, the *Cablenews* reports:—The business firms in the Philippine Islands will "rejoice and be exceedingly glad" at the news received in Manila yesterday that the Supreme Court of the United States has affirmed its former decision, appealed from by Secretary of War Taft, in the matter of a refund of the customs duties illegally collected. The glad tidings were conveyed in a cable received by Consul Brothers yesterday, from their home office in New York.

Through the energies and ability of Consul Brothers, the famous New York law firm which has a Manila office managed by John W. Hanseman, C. C. John, H. Van Dyke and D. R. Williams, Manila merchants will now have returned to the by the government of the United States from four to six millions dollars, the amount of duties paid by them in the Philippines on goods from Spain and the United States after the ratification of the treaty of Paris and before the ratification of the Philippines Bill by the Congress of the United States.

The distribution of this sum will mean much to Manila. The money comes out of the treasury of the United States and is a rare piece of fortune.

The duties in question were collected under the sole authority of the President of the United States dated July 12, 1898, and the question at issue was whether or not the powers of the president over the islands continued after the signing of the treaty of Paris until the passage by Congress of the Philippine tariff law. The *Washington Post* states that the president's power to levy duties ceased with the ratification of the treaty of Paris has now been affirmed for the second time by the Supreme Court of the United States.

On April 5, 1905, the Supreme Court of the United States rendered a decision against the government in the duty case. Subsequently the government filed a motion for a rehearing, which the Supreme Court of the United States granted on two points, viz.: first, whether Congress, by its act of July 1, intended to ratify this illegal collection of customs duties, and second, if Congress did not they had the right to do so. These points were argued before the Supreme Court on January 18 and 19 of this year, and its decision is on same and on the government's decision of April of last year, making the collection of these duties illegal and entering a judgment against the government of the United States for the return thereof. This judgment is not liable to be set aside by Congress. It does not go to the committee on claims, as the claimants against the government are not liable. It is certified to by the secretary of the treasury, who passes it on to Congress, which merely makes an appropriation to cover the refund.

John H. Hanseman and C. C. John, the members of the firm of Consul Brothers, in Manila, who prepared the papers for the case which has been carried to such a successful conclusion, were the recipients of many congratulations yesterday. They will come in for a goodly share of the fee of \$40,000 to be paid to Consul Brothers of New York for their legal services in the case.

The following is the cable message received by Consul Brothers of Manila yesterday from their New York office, announcing the successful conclusion of the case.

Consul Brothers, Manila—Supreme Court confirms former decision in duty case. Among the larger firms benefited by the decision are the following: Warner, Barnes and Company; Smith, Bell and Company; Kerr and Company; Macleod, and Company; Compania Central de Tabacos; Yachemati and Company; La Estremada, Estrella del Norte, Siglo XX, Sackermann, Señora B. In, Morer and Company; Madlay and Company; E. C. MacCallum and Company; American Hardware and Plumbing Company; Macdonald and Company; Juan V. Gonzalez, Gutierrez, Hernandez, H. W. Peabody, W. E. Stevenson and Company; Holiday, Wise and Company; Kneeney and Streiff, Hitzon and Company; Rueda Hernandez, San Miguel Brewery, Brilinger and Gallagher, I. Beck, Francisco Reyes, Pons and Company, and others. (The claims range from \$5,000 to \$50,000.)

## DEEPER LOAD LINES.

As British steamers get their load lines adjusted according to the new Board of Trade rules—a process which is rapidly going on—some idea will be formed of the effect of the deeper loading now permissible to British vessels. What is substantially being done is to harmonize British and German rules, so to remove a disability in cargo-carrying capacity which was a cause of much complaint. But the new load lines will operate in more than one way. While they will permit the British shipowner to carry so many more hundred tons of goods in his vessel, they will increase all round by, say, 2 to 3 per cent, the carrying capacity of the British mercantile marine—a process which is just the same as if a corresponding addition were made to the British mercantile tonnage. In a way the new load lines will have the same effect on the freight markets as if a number of new steamers were put into competition to carry with the old load lines the additional cargo now permitted to the existing tonnage. It is not believed that the increase in risk from the underwriters' point of view, if it is perceptible, they observe the risks will not be increased by the deeper loading. Steamers will be built with a sufficient margin of stability and strength to stand the change in conditions, but the deeper draught may have some adverse influence on strappings and on lighting and heating of vessels after stranding. The German experience is stated to be reassuring, and it has been collated very systematically in the thorough German fashion.

—Times.

## THE PLAGUE IN HONGKONG.

The *Tientsin Times* says:—A correspondent writing us from Hongkong states that though the authorities give from thirteen to fourteen cases of plague as the daily return, the number is really far in excess and is increasing. The reason it is difficult if not impossible to estimate correctly the number of cases is the Chinese objection to their cases known and be treated by the authorities.

Directly a man, woman, or child is taken ill, therefore, the patient is shipped away either for some other part of the coast or to the interior, where he invariably dies. The risk of death which they incur does not seem to trouble the Chinese so much as the idea of dying or being cured in Hongkong, says this authority, and as to whether the spread of the disease matters not at all. The weather has been very bad for some time and the Chinese instead of going out keep huddled together in their close packed houses which all helps to an unsanitary state of affairs. Owing to the general haste to leave the colony the local sleuths [laugh] have been doing a brisk business.

## KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-5d.) \$38.00  
4 CARTRIDGE (23-15-5d.) \$60.00

## LONG HING &amp; CO.

No. 17, QUEEN'S ROAD.

[35]

BEIERSCH-BIERBROUWERIJ  
"DE AMSTEL"  
AMSTERDAM

LIGHT ABSOLUTELY  
PURE FREE  
PALATABLE FROM

PASTEURIZED  
EXPORT  
PILSENER  
BEER.

Per Case 4 Doz. Quarts ... \$16.50  
" 1 " Pints ... 1.15  
" 1 " ... 13.50  
" 1 " ... 2.75

SEDIMENT.

SOLE AGENTS

## H. PRICE &amp; CO.

12 QUEEN'S ROAD CENTRAL

TELEPHONE No. 133.

[35]

## THE CHINA MUTUAL LIFE INSURANCE CO., LTD.

The eighth annual meeting of shareholders in this Company was held at Shanghai on May 30th.

Mr. John Ford (Chairman) said:—It gives me great pleasure to again be able to point out the continued progress of the Company for the past year. Our income shows an increase over the previous year of over Tls. 250,000; our Reserve of over Tls. 850,000; our Assets, of over Tls. 2,600,000; and our Insurance in force, of over Tls. 3,200,000. I am also pleased to state that we have secured the services of Mr. A. J. Hughes, as Secretary and Actuary, who has placed our Reserve on the same standard as that of home companies, thereby placing us in a much stronger position than formerly. I have nothing further to say, but should say that I wish to ask any questions, I am prepared to answer them.

There being no questions, the Chairman proposed:—That the Directors' report for the year ending 31st March, 1906, as submitted to this meeting, be and is hereby approved.

In seconding the adoption of the Report, Mr. Hughes referred to his gratification in having entered the service of an industrial Company and one with unusually brilliant prospects. He doubted whether many foreigners in Shanghai appreciated the fact that there had been built up in their midst as large and important an institution as the China Mutual. He stated that the income was now in excess of Tls. 1,500,000 per annum, that the Company was now investing the net surplus earnings of over Tls. 100,000 per month in first-class securities, bearing exceptionally high rates of interest, compared with those realized with other British, Colonial, and American institutions. He said that in his experience the rate of interest enjoyed by the China Mutual was at least 2 per cent. higher than other Companies are able to obtain, whose investments are not in the East. Referring to the change in surplus, he showed that the new basis had required a larger reserve by about Tls. 150,000, and that the Company had been able to show an increase in its net surplus, notwithstanding that this amount had been taken out of such surplus, and placed to the reserve, held for the security of the policyholders. He attributed the Company's satisfactory showing largely to the fact that the company was organized and for some years operated in China at a time when the expenses of conducting the business were, owing to the lack of competition, kept down to a sum far less than is generally expended by a Company writing such an amount of business. He did not think it possible that any local or foreign Company could ever hope to achieve the same results, and that with the statement presented at the meeting in their hands, the Company's Agents should be able to hold their own against all competition.

The resolution as to approving the Directors' report was then put to the meeting and carried unanimously.

The Chairman proposed, and it was seconded by Mr. King, and carried unanimously:—That a dividend to shareholders be and is hereby declared at the rate of one-tenth per share, payable half-yearly on the 1st day of July and the 1st day of August next.

The Chairman proposed, Mr. Lee Yung-kee seconded, and it was carried unanimously:—That a vote of thanks be tendered to the medical referees, head office staff, district managers, and agents of the Company. In replying, Dr. Goode referred to the great importance of exercising care in the selection of risks. The Company had had an experience in business, having been the first Company in Hongkong to make a specialty of insuring native lives. He considered that the death rate had been experienced was very moderate when it was remembered that the field was an entirely new one, and that the Company had absolutely no vital statistics concerning the natives on which to base their rates. Mr. Hughes, however, had informed him that the death rate had not exceeded the amount expected under the standard tables of mortality. As an illustration of the fact that the company was continuing its Chinese business to the better classes only, he stated that since the Company's inception, only two deaths had occurred from bubonic plague. This disease, he understood, was confined almost entirely to the lower classes, and he had been informed that other companies operating in China had been by no means so fortunate in this respect.

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## BABY'S TERRIBLE FACE HUMOUR

Would Scratch and Tear Away the Flesh  
—Neighbours Called it Worse Case  
Ever Seen—Grew Worse Under Doctors—Suffering Terrible.

## CURED BY ONE SET OF CUTICURA REMEDIES

"My baby's face was a mass of sores. The doctor called it eczema, but his treatment did no good, as the child was getting worse, the disease eating the flesh away from his nose, and spreading to his body. Neighbours said it was the worst case they had ever seen. His suffering was terrible, and he would scratch and tear away the flesh. We then used the Cuticura Remedies, one set curing him completely, and healing his face without scars or blemish.—Wm. Crilland, 13 Winchester St., Cantonville Rd., N. London, Eng."

## BABY QUIRK'S CURE OF Torturing, Raw, and Scaly Eczema by Cuticura

"My baby was afflicted with albatross running eczema. Two doctors treated him for three months, but he grew worse and his face was a sickening sight. We then started to use Cuticura, and noticed an improvement at once. In a fortnight the running had ceased, the scabs nearly all dried off, and in a month his face was perfectly clear.—W. H. Quirk, No. 1 West End Cottages, Eynwood Road, N. Southampton."

## CUTICURA A BLESSING

To Skin-Tortured Babies  
The suffering which Cuticura Soap and Ointment have alleviated among the young, and the comfort they have afforded worn-out and worried parents, have led to their adoption in countless homes as priceless curatives for birth eruptions, milk crust, scalded head, eczema, rashes, and every form of itching, scaly, pimply skin, and scalp humours, with loss of hair, of infancy and age.

Cuticura Soap, Ointment and Pills are sold throughout the world. Agents: London, 1



**BANKS**

**THE MERCANTILE BANK  
INDIA, LIMITED.**

**AUTHORISED CAPITAL.....£1,500,000**  
**SUBSCRIBED.....1,125,000**  
**PAID-UP.....562,500**  
**RESERVE FUND.....135,000**

**BANKERS:**  
**LONDON JOINT STOCK BANK, LIMITED.**

the rate of 2% per annum on the Daily balance  
On Fixed Deposits.—

|                    |         |
|--------------------|---------|
| For 12 months..... | 4 %     |
| " 6 " .....        | 3 1/2 % |
| " 3 " .....        | 2 1/2 % |

E. ORMISTON,  
Manager.

**HONGKONG & SHANGHAI BANKING CORPORATION**

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|                                  |              |
|----------------------------------|--------------|
| PAY-UP CAPITAL .....             | \$10,000,000 |
| RESERVE FUND—                    |              |
| STEELING RESERVE... \$10,000,000 |              |
| SILVER RESERVE ... 9,500,000     |              |
|                                  | \$19,500,000 |
| RESERVE LIABILITY OF PROPRIETORS | \$10,000,000 |

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**COURT OF DIRECTORS.**

**COURT OF DIRECTORS.**  
**A. HART,** Esq.—**Chairman.**  
**G. H. MEDKURST,** Esq.—**Deputy Chairman.**  
**E. Goetz,** Esq.                      **N. A. Siebs,** Esq.  
**Hon. Mr. W. J. Gresson.**        **R. Sluway,** Esq.  
**C. R. Leuzman,** Esq.            **H. A. W. Slade,** Esq.  
**D. M. Nissim,** Esq.              **H. E. Tomkins,** Esq.  
**A. J. Raymond,** Esq.

**CHIEF MANAGER.**

CHIEF MANAGER  
Hongkong—J. R. M. SMITH

ACTING MANAGER:  
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of Two p  
Cent. per Annum on the daily balance.  
**ON FIXED DEPOSITS.**  
For 3 months, 2½ per cent. per Annum.  
For 6 months, 3¼ per cent. per Annum.  
For 12 months, 4 per cent. per Annum.

H. D. R. HUNTER,  
Acting Chief Magistrate.  
Hongkong, 8th June, 1906. 23

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**D**EUTSCH-ASIATISCHE BANK  
CAPITAL FULLY PAID UP...Sh. Taeln 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS, BERLIN.

BRANCHES:  
Berlin, Calcutta, Hankow, Peking,  
Tientsin, Tsinanfu, Tsingtau, Kobe,  
Yokohama, Singapore.

Founded by the following Banks and  
Bankers:—  
KÖNIGLICHE SEERHANDLUNG (PREUSSISCHE  
STAATSBANK) Berlin.  
DIRECTION DER DISCONTO-  
GESELLSCHAFT  
DUSSING & BÄHNIG

GESELLSCHAFT  
DEUTSCHE BANK  
S. BLEICHROEDER  
BERLINER HANDELS-  
GESELLSCHAFT  
BANK FÜR HANDEL UND  
INDUSTRIE  
Berlin.

ROBERT WAESCHAUER & CO.  
MENDELSSOHN & Co.  
M. A. von ROTHSCHILD &  
SOEHNE } Frankfurt a/

**BAYERISCHE HYPOTHEKEN-UND WECHSELBANK, MÜNCHEN.**  
**LONDON BANKERS:**  
**Messrs. N. M. Rothschild & Son.**  
**THE UNION OF LONDON AND SMITH'S BANK, LIMITED.**  
**DEUTSCHE BANK (BERLIN) LONDON AGENTS.**

DEUTSCHE BANK (BERLIN), LONDON AGENT  
DIRECTION DER DISCONTO GESELLSCHAFT  
INTEREST allowed on Current Account  
DEPOSITS received on terms which may  
be learned on application. Every description  
Banking and Exchange business transacted.  
HUGO SUTER,

Hongkong 1st May, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG SAVINGS BANK, LIMITED.

may be obtained on application.  
INTEREST on deposits is allowed at  
PER CENT. per annum.  
Depositors may transfer at their opti  
balances \$100 or more to the HONGKONG A  
Quarterly PAY to be placed on FIVE

SHANGHAI BANK to be placed on FIVE  
DEPOSIT at 4 PER CENT. per annum.  
For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
H. E. R. HUNTER,  
Acting Chief Manager.  
Hongkong, 30th May, 1906 24

THE  
YORGHAMA SPECIE BANK  
LIMITED.  
ESTABLISHED 1880.

|                        |                |
|------------------------|----------------|
| CAPITAL SUBSCRIBED ... | Yen 24,000,000 |
| CAPITAL PAID-UP .....  | " 21,000,000   |
| CAPITAL UNCALLED ..... | " 3,000,000    |
| RESERVE FUND.....      | " 10,300,000   |
| SPECIAL RESERVE FUND   | " 1,000,000    |

HEAD OFFICE—YOKOHAMA.

| BRANCHES AND AGENCIES. |          |           |
|------------------------|----------|-----------|
| Tokyo                  | Kobe     | Nagasaki  |
| Osaka                  | Lyons    | New York  |
| London                 | Honolulu | Bombay    |
| San Francisco          | Tientsin | Newchwang |
| Shanghai               | Peking   | Mukden    |

Dalry                      Chetoo                      Tieling  
Port Arthur

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LONDON BANKERS.  
THE LONDON JOINT STOCK BANK, LIMITED  
FAIR'S BANK, LIMITED.  
THE UNION OF LONDON AND SMITHS

**BANK, LIMITED.**  
**HONGKONG—INTEREST ALLOWED.**  
 On Current Account at the rate of 2 per cent  
 per annum on the daily balance.  
 On fixed deposits for 12 months 5%, per annum  
 " " " " 6 " 4% " "  
 " " " " 3 " 3% " "



NOTICES TO CONSIGNEES  
NORDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"PRINZ WALDEMAR,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon today.

No Claims will be admitted after the Goods have left the Godowns, where they will be examined on Monday, the 11th June, at 10.30 a.m.

All Claims must reach us before the 10th June, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 5th June, 1906.

NAVIGAZIONE GENERALE  
ITALIANA

Florida and Rabbatino United Companies.

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

## THE Steamship

"CAPRI,"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant will be subject to loss.

CARLOWITZ & CO.,  
Agents.

Hongkong, 5th June, 1906.

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENT in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMPERIAL CHINA STRAITS NAVIGATION Co's fortnightly service between CALCUTTA. Sailings from CALCUTTA for CANTON every four nights.

For Freight and further particulars, apply to  
HODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 6th August, 1898.

MITSUBISHI BISHI GOSHI-KWAISHA  
(MITSUBISHI CO.)  
COAL DEPARTMENT  
MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"  
which applies to all Branch Offices.

All Agents, Western Union Codes used.

MANAGER, MITSUBISHI CO.,  
with name of place under.

BRANCH OFFICES:

NAGASAKI, MOJI, KOBE, KANATSU,  
SHANGHAI, HONGKONG AND  
HANKOW.

AGENTS:

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GEARING & CO.

MANILA: Messrs. MACDONALD & CO.

SOLE PROPRIETORS of Takasima,  
Cebu, Shimonoseki, and Kami-Yamada  
Collieries, and also Hojo Colliery, which will  
shortly be ready to produce on a large scale the  
best Bizen Coal.

The Head and Branch Offices and the Agents  
of the Company will receive any order for  
Coal produced from the above Collieries.

T. MATSUKI, Manager, Hongkong,  
1896  
No. 2, Peddar Street.

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.

IN LIQUIDATION.

## TIME TABLE.

## WEEK DAYS.

| WEEK DAYS. |               |                      |
|------------|---------------|----------------------|
| 7.00 a.m.  |               |                      |
| 7.30 a.m.  | to 8.00 a.m.  | ...Every 10 minutes. |
| 8.00 a.m.  | to 8.30 a.m.  | ...Every 15 minutes. |
| 8.30 a.m.  | to 9.00 a.m.  | ...Every 10 minutes. |
| 9.00 a.m.  | to 9.30 a.m.  | ...Every 15 minutes. |
| 9.30 a.m.  | to 10.00 a.m. | ...Every 10 minutes. |
| 10.00 a.m. | to 10.30 a.m. | ...Every 15 minutes. |
| 10.30 a.m. | to 11.00 a.m. | ...Every 10 minutes. |
| 11.00 a.m. | to 11.30 a.m. | ...Every 15 minutes. |
| 11.30 a.m. | to 12.00 p.m. | ...Every 10 minutes. |
| 12.00 p.m. | to 1.15 p.m.  | ...Every 15 minutes. |
| 1.15 p.m.  | to 1.45 p.m.  | ...Every 10 minutes. |
| 1.45 p.m.  | to 2.15 p.m.  | ...Every 15 minutes. |
| 2.15 p.m.  | to 3.00 p.m.  | ...Every 10 minutes. |
| 3.00 p.m.  | to 3.30 p.m.  | ...Every 15 minutes. |
| 3.30 p.m.  | to 4.00 p.m.  | ...Every 10 minutes. |
| 4.00 p.m.  | to 4.30 p.m.  | ...Every 15 minutes. |
| 4.30 p.m.  | to 5.00 p.m.  | ...Every 10 minutes. |
| 5.00 p.m.  | to 5.30 p.m.  | ...Every 15 minutes. |







# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

**JOINT SERVICES.**  
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND SUMATRA PORTS.

| EUROPEAN SERVICE.                   |              |               |
|-------------------------------------|--------------|---------------|
| FROM                                | STEAMERS     | DATE          |
| GLASGOW and LIVERPOOL               | "PATROCLUS"  | On 14th June. |
| GLASGOW and LIVERPOOL               | "PINGSUEY"   | On 21st June. |
| GLASGOW and LIVERPOOL               | "ORESTES"    | On 28th June. |
| GLASGOW and LIVERPOOL               | "OANPA"      | On 5th July.  |
| GLASGOW and LIVERPOOL               | "ASTYANAX"   | On 12th July. |
| OUTWARDS.                           |              |               |
| TO                                  | STEAMERS     | DATE          |
| LONDON, AMSTERDAM and<br>ANTWERP    | "DEUCALION"  | On 19th June. |
| "GENOA, MARSEILLES and<br>LIVERPOOL | "HYSON"      | On 26th June. |
| LONDON, AMSTERDAM and<br>ANTWERP    | "AJAX"       | On 3rd July.  |
| LONDON, AMSTERDAM and<br>ANTWERP    | "PROMETHEUS" | On 10th July. |
| "GENOA, MARSEILLES and<br>LIVERPOOL | "PATROCLUS"  | On 17th July. |
| LONDON, AMSTERDAM and<br>ANTWERP    | "PINGSUEY"   | On 24th July. |

**TRANS-PACIFIC SERVICE.**  
Operating in conjunction with  
**THE NORTHERN PACIFIC RAILWAY CO.**  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

| FOR  | STEAMERS  | TO SAIL      |
|--|-----------|--------------|
| VICTORIA, SEATTLE, TACOMA, &<br>ALL PACIFIC COAST PORTS, VIA<br>NAGASAKI, KOBE and YOKO- | "STENTOR" | On 8th June. |
|  | "OANPA"   | On 7th July. |

| FROM   | STEAMERS | DATE          |
|--|----------|---------------|
| TACOMA, SEATTLE, VICTORIA &<br>PACIFIC COAST | "KEEMUN" | On 15th June. |
|  | "TEUCER" | On 13th July. |

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 24th May, 1906.

## CHINA NAVIGATION CO. LIMITED.

| FOR  | STEAMERS    | TO SAIL       |
|--|-------------|---------------|
| YOKOHAMA and KOBE  | "CHANGSHA"  | On 8th June.  |
| SHANGHAI, CHEFOO, NEWCHANG, &<br>SWATOW, WUHAIR, CHEFOO, &<br>SHANGHAI   | "KWEIYANG"  | On 8th June.  |
| SHANGHAI   | "HUICHOW"   | On 9th June.  |
| MANILA   | "SHAOHSING" | On 10th June. |
| AMOI, MANILA, CEBU & ILOILO  | "TAMING"    | On 12th June. |
| MANILA, ZAMBOANGA, PORT<br>DAEWIN, THURSDAY ISLAND,<br>COOK TOWN, CATANAN, &<br>TOWNVILLE, BRISBANE, &<br>SYDNEY and MELBOURNE | "SUNGKIANG" | On 13th June. |
|  | "CHANGSHA"  | On 27th June. |

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.  
\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 7th June, 1906.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

| FOR                                     | STEAMERS        | DATE                             |
|---|-----------------|----------------------------------|
| TAMSWI via SWATOW<br>AND AMOI           | "DAIGI MARU"    | SUNDAY, 10th June,<br>at 10 A.M. |
| TAMSWI via SWATOW<br>AND AMOI           | "DAIJIN MARU"   | SUNDAY, 17th June,<br>at 10 A.M. |
| ANPING via SWATOW<br>AND AMOI           | "MAIDZURU MARU" | WEDNESDAY, 13th<br>June, A.M.    |
| SHANGHAI via SWATOW,<br>AMOI and FOCHOW | "TAISHAN"       | TUESDAY, 12th June,<br>A.M.      |

These Steamers have excellent accommodation for First-class Passengers, and are fitted  
throughout with electric light. Unrivalled Table.  
\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
Second Floor, No. 1, Queen's Building.  
Hongkong, 6th June, 1906.  
T. ARIMA, Manager.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA, B.C. AND TACOMA**  
VIA  
**MOJI, KOBE AND YOKOHAMA.**

| Steamer | Tons  | Captain        | Sailing Date    |
|---------|-------|----------------|-----------------|
| LYRA    | 4,417 | G. V. Williams | On 3rd July.    |
| SHAWMUT | 9,500 | E. V. Roberts  | On 27th July.   |
| TREMONT | 9,500 | T. W. Gatch    | On 22nd August. |

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
stability at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
For further information apply to—  
**DODWELL & CO., LIMITED,**  
GENERAL AGENTS.

QUEEN'S BUILDINGS,  
Hongkong, 25th April, 1906.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND-PASSENGERS AND LOGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS                    | DATE      |
|-----------------------------|-----------|
| "SITHONIA" (For Cargo Only) | FRIDAY    |
| ROON                        | WEDNESDAY |
| PREUSSEN                    | WEDNESDAY |
| ZIETEN                      | WEDNESDAY |
| GNEISENAU                   | WEDNESDAY |
| PRINZ REGENT LUITPOLD       | WEDNESDAY |
| PRINZ EITEL FRIEDRICH       | WEDNESDAY |
| SACHSEN                     | WEDNESDAY |
| PRINZ HEINRICH              | WEDNESDAY |
| ROON                        | WEDNESDAY |
| PRINZ LUDWIG                | WEDNESDAY |

On FRIDAY, the 8th day of JUNE, 1906, the Steamer "SITHONIA,"  
Capt. Richter, with CARGO ONLY, will leave this Port at noon, CALLING AT  
NAPLES and GENOA.

Shipping Orders will be granted till noon, on WEDNESDAY, the 6th June. Cargo and  
Specie will be received on Board until 5 p.m. on THURSDAY, the 7th June, and Parcels  
will be received at the Agency's Office until noon, on THURSDAY, the 7th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.  
Parcels should not exceed Two Feet Cubic in Measurement.

| RATES OF PASSAGE MONEY FROM HONGKONG. | 1st Class | 2nd Class | 3rd Class |
|---------------------------------------|-----------|-----------|-----------|
| TO NAPLES, GENOA and GIBRALTAR        | 461 0 0   | 243 0 0   | 222 0 0   |
| return                                | 91 0 0    | 63 0 0    | 33 0 0    |

| TO SOUTHAMPTON, LONDON, BREMEN<br>AND HAMBURG | 1st Class | 2nd Class | 3rd Class |
|---|-----------|-----------|-----------|
| return  | 65 0 0    | 44 0 0    | 21 0 0    |
| return  | 97 0 0    | 66 0 0    | 36 0 0    |

| TO NEW YORK VIA SUEZ | 1st Class | 2nd Class | 3rd Class |
|----------------------|-----------|-----------|-----------|
| return               | 64 0 0    | 44 0 0    | 26 0 0    |
| return               | 115 0 0   | 79 0 0    | 47 0 0    |

| VIA NAPLES, GENOA or GIBRALTAR | 1st Class | 2nd Class | 3rd Class |
|--------------------------------|-----------|-----------|-----------|
| return                         | 68 0 0    | 46 0 0    | 27 0 0    |
| return                         | 123 0 0   | 83 0 0    | 49 0 0    |

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOE VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co. from  
SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERCEPTION OF THE VOYAGE IN DOYTY.  
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from PORT SAID.

## JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPE, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

| STEAMERS        | DATE                |
|-----------------|---------------------|
| PRINZ WALDEMAR  | TUESDAY, 26th June. |
| PRINZ SIGISMUND | TUESDAY, 24th July. |
| WILLHARD        | TUESDAY, 21st Aug.  |

On TUESDAY, the 26th JUNE, at noon, the Steamer "PRINZ WALDEMAR,"  
Capt. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.  
RATES OF PASSAGE MONEY FROM HONGKONG:

| TO MANILA | 1st Class | 2nd Class | 3rd Class |
|-----------|-----------|-----------|-----------|
| return    | \$50.00   | \$30.00   | \$20.00   |
| return    | \$48.00   | \$28.00   | \$19.00   |

| TO NEW GUINEA | 1st Class | 2nd Class | 3rd Class |
|---------------|-----------|-----------|-----------|
| return        | \$48.00   | \$28.00   | \$19.00   |
| return        | \$46.00   | \$26.00   | \$17.00   |

| TO BRISBANE | 1st Class | 2nd Class | 3rd Class |
|-------------|-----------|-----------|-----------|
| return      | \$48.00   | \$28.00   | \$19.00   |
| return      | \$46.00   | \$26.00   | \$17.00   |

| TO SYDNEY | 1st Class | 2nd Class | 3rd Class |
|-----------|-----------|-----------|-----------|
| return    | \$48.00   | \$28.00   | \$19.00   |
| return    | \$46.00   | \$26.00   | \$17.00   |

| TO MELBOURNE | 1st Class | 2nd Class | 3rd Class |
|--------------|-----------|-----------|-----------|
| return       | \$48.00   | \$28.00   | \$19.00   |
| return       | \$46.00   | \$26.00   | \$17.00   |

| TO YOKOHAMA | 1st Class | 2nd Class | 3rd Class |
|-------------|-----------|-----------|-----------|
| return      | \$48.00   | \$28.00   | \$19.00   |
| return      | \$46.00   | \$26.00   | \$17.00   |

| TO YOKOHAMA and back from KOBE<br>to HONGKONG | 1st Class | 2nd Class | 3rd Class |
|---|-----------|-----------|-----------|
| return  | \$51.00   | \$31.00   | \$21.00   |
| return  | \$49.00   | \$29.00   | \$19.00   |

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class  
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297. 0. 0.  
TO EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0.  
From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San  
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

## EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, GNEISENAU ... Wednesday, 20th June.  
Kobe & Yokohama ...

Reaching Yokohama in less than six days.  
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG by Vancouver or San  
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co. & O. & S.S. Co.  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—

| TO Bremen | 1st Class   | 2nd Class   | 3rd Class   |
|-----------|-------------|-------------|-------------|
| return    | \$82. 0. 0. | \$52. 0. 0. | \$32. 0. 0. |
| return    | \$80. 0. 0. | \$50. 0. 0. | \$30. 0. 0. |

| TO Paris via Cherbourg | 1st Class   | 2nd Class   | 3rd Class   |
|------------------------|-------------|-------------|-------------|
| return                 | \$85. 0. 0. | \$55. 0. 0. | \$35. 0. 0. |
| return                 | \$83. 0. 0. | \$53. 0. 0. | \$33. 0. 0. |

| TO Naples, Genoa via Gibraltair | 1st Class   | 2nd Class   | 3rd Class   |
|---------------------------------|-------------|-------------|-------------|
| return                          | \$65. 0. 0. | \$45. 0. 0. | \$25. 0. 0. |
| return                          | \$63. 0. 0. | \$43. 0. 0. | \$23. 0. 0. |

For further Particulars, apply to  
**MELCHERS & CO. AGENTS.**

Hongkong, 1st February, 1906.  
EASTERN AND AUSTRALIAN STEAM  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at MANILA, TING, PORT DARWIN and  
QUEENSLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship  
"AUSTRALIAN"  
Capt. McArthur, will be despatched for the  
above Ports on SATURDAY, the 30th inst., at  
noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.  
N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.**  
Agents.

Hongkong, 6th June, 1906. [1218]  
HIS BRITANNIC MAJESTY'S SHIPS  
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,  
3,000 h.p., Comdr. E. La T. Leatham,  
Shanghai.

Andromeda, cruiser, 11,000 tons, 16 guns, 1,650  
h.p., Capt. Nelson Ommanney, en route  
Colombo.

Astraea, 2nd class cruiser, 4,360 tons, 10 guns,  
7,000 h.p., Captain C. L. Vaughan-Lee,  
Shanghai.

Bramble, gunboat, 710 tons, 900 h.p., Lieut. E.  
C. W. Davison, Yangtze.

Britomart, gunboat, 710 tons, 900 h.p., Lieut.  
W. L. Bamber, Yangtze.

Cadmus, British sloop, 1,070 tons, Comdr. H. D.  
de Cane Luard, Yangtze.

Clio, British sloop, 1,070 tons, Comdr. H. D.  
Wilkin, D.S.O., Yangtze.

Diadem, 1st class cruiser, 11,000 tons, 16 guns,  
3,000 h.p., Comdr. H. P. Williams, at Hongkong.

Deal, river gunboat, 180 tons, 2 guns, Lieut.  
Comdr. Secretan, on Yangtze.

Falke, gunboat, 710 tons, 900 h.p., Lieut.  
Comdr. West, Singapore.

Fangs, torpedo-boat destroyer, 360 tons, 6 guns,  
6,300 h.p., Lieut. Comdr. Stevenson,  
Shanghai.

Waterwitch, surveying ship, 620 tons, 450 h.p.,  
Comdr. A. W. Glancie, surveying.

Whiting, torpedo-boat destroyer, 260 tons, 6  
guns, 3,900 h.p., Lieut. Comdr. C. E. L.  
Thomas, en route Shanghai.

Widgeon, gunboat, 135 tons, 2 guns, 2,500 h.p.,  
Lieut. Comdr. G. B. Spicer-Simson, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut. Comdr. Hugh Somerville, Yangtze.

## VESSELS ON THE BENTH

NAVIGAZIONE GENOVALE  
ITALIANA.  
(Flerio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA-  
PORE AND PENANG.

Having connection with Company's Mail Stea-  
mers to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LEOHORN and GENOA,  
also VENICE and TRIESTE, all MEDITERRANEAN  
AND SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERMAN  
GULF and BAGDAD, also BARCELONA,  
VALENZA, ALICANTE, ALMERIA and  
MALAGA.)

THE Steamship  
"CAPRI,"  
Capt. Belsito, will be despatched as above  
on SATURDAY, the 9th June, at noon.  
At Bombay the Steamer is discharging in  
Victoria Dock.

For further particulars regarding Freight  
and Passage, apply to  
**CARLOWITZ & CO.,**  
Agents.

Hongkong, 30th May, 1906.

THE ORIENTAL PACIFIC LINE.  
FOR SAN FRANCISCO VIA PORTS.

THE Steamship  
"APPALACHEE,"  
Capt. Wilkes, will be despatched for the above Ports  
about the 15th of June.

For Freight and further particulars, apply to  
**SEWAN, TUMES & CO.,**  
Agents.

Hongkong, 31st May, 1906. [1184]

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
"INDRASAMHA,"  
Capt. Wilkes, will be despatched as above on  
or about the 30th June, if sufficient inducement  
is offered.

For Freight, apply to  
**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 1st June, 1906. [1196]

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR  
PIUMI AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KANGAHI,  
ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils,  
to SOUTH AFRICA, Persian Gulf, Red  
SEA, BLACK SEA, LEVANT, GULF and  
ADRIATIC PORTS.)

THE Company's Steamship  
"NIPPON,"  
Capt. Tanimoto, will be despatched as above  
on TUESDAY, the 3rd July.

This Steamer has capital accommodation for  
passengers, electric light and carries a doctor.  
For information as to Passage and Freight,  
apply to  
**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 6th June, 1906. [3]

SHIPPING IN PORT.

STEAMERS.

ARON, British str., 2,200, Downer, 5th June—  
Sydney 11th May, Coal—Messageries  
Maritimes.

AMIGO, German str., 771, N. Balten, 5th  
June—Hollis 31st May, Sugar and Wood—  
Jensen & Co.

AMICAL, EXPLANS, French str., 3,114, Gens  
1st June—from Taku—Messageries Mari-  
times.

ANDER ROCKERS, German str., 1,020, Chr.  
Kumpel, 3rd June—Bangkok 27th May,  
Rice—Butterfield & Swire.

ARRATON AFAR, British str., 2,431, R. Fey,  
30th May—Calcutta 14th May, Penang  
21st and Singapore 25th, General—David  
Sassoon & Co.

BORNEO, German str., 1,344, F. Semblil, 5th  
June—Sandakan 31st May, General and  
Timber—Melchers & Co.

BRAND, Norwegian str., 1,520, M. Evensen, 28th  
May—Saigon 23rd May, Rice—Sander  
Wielier & Co.

CAPRI, Italian str., 2,717, Giuseppe Belsito, 4th  
June—Bombay and Singapore 29th May,  
General—Carlowitz & Co.

CARL FRIEDRICH, German str., 774, H.  
Schalkier, 3rd June—Haiphong 29th May  
and Hanoi 2nd June, General & Pigs—  
Jensen & Co.

CHANGSHA, British str., 1,421, T. Moore, 3rd  
June—Australia and Manila 30th May,  
General—Butterfield & Swire.

CHINA, American str., 3,



